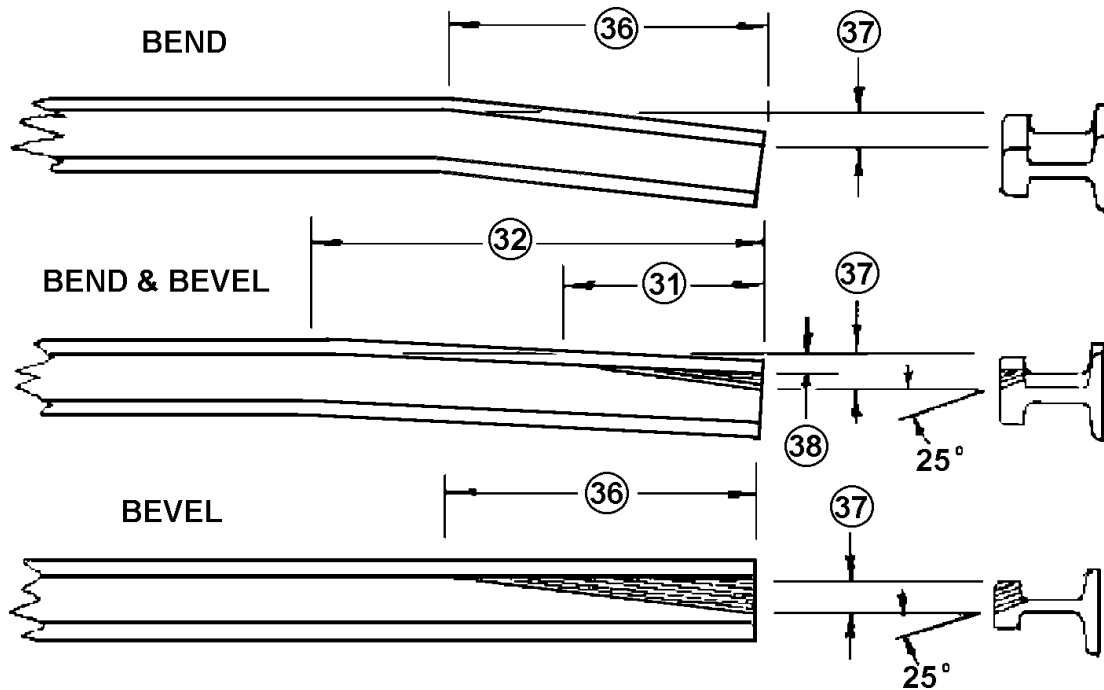


NMRA RECOMMENDED PRACTICES	
FLANGEWAY FLARES	
Issued: Aug. 1981	RP-13.8

## NMRA RECOMMENDED PRACTICES RP-13.8 Flangeway Flares



The Flare leading into the flangeway formed by Guard and Wing Rails may be made by bending the end of the rail, by machining a Bevel, or by a combination of both Bend and Bevel.

Regardless of the method used, the total 'Gather' of the Flared Flangeway must meet the requirement of **STANDARD S-3, Note 5**, of  $1.5 \times F_{max}$ . To meet this requirement the total Flare [37] at each end must not be less than the amount shown in the Table.

For the Bend & Bevel Method, bend the rail at a distance [32] from the end for an amount [38] of half dimension [37]. Then taper the Bevel from full dimension [37] at rail end to nothing at distance [31] (see **RP-13.6**).

To prevent snagging of dragging equipment. Guard and Wing Rail open ends may be lengthened a scale  $3 \frac{1}{2}$ " with a 45 degree chamfer of this amount on each end.

SCALE	FLARE Length [36]	Minimum FLARE [37]
O	3/8"	.045
S	9/32"	.037
On3/OO	15/64"	.032
HO	13/64"	.030
Sn3	3/16"	.030
TT	5/32"	.025
HOn3	5/32"	.020
N	7/63"	.015

**\*\* Note:** Circled numbers on the drawing are represented by numbers in brackets in the text. [37] represents the number 37 in a circle.

